

AERIAL FLEET AND PILOTS TO AID AMERICA IN WAR

United States Aeronautical Reserve Has Wonderful Growth and Has Indorsement of Military Chieftains.

By CAPT. CHARLES J. FOX.

Claude Grahame-White's remarkable flights during the last week, especially his visit to the White House in his biplane, and the feats of Clifford B. Harmon, America's champion amateur aerial navigator, have focused the attention of the people of Washington on the United States Aeronautical Reserve. And those who arranged the meet at Benning intended that it should be so.

It was not mere chance that Commodore John Barry Ryan, commander-in-chief of the reserve, and Clifford B. Harmon, his chief of staff, accompanied the great English aviator to Washington and did all they could to make his exhibit a success.

His flights were intended primarily to attract the attention of army, naval, and National Guard officers, and the public in general, to the importance of the aeroplane as a weapon of national defense, and to the United States Aeronautical Reserve as a great patriotic organization of men, who, in the event of war, will volunteer their services in the newest, and in this country entirely undeveloped, branch of military science, aeronautics.

See Value of the Reserve.

A week ago in Washington it was rather a difficult matter to interest the man in the street in the aeroplane as an engine of war. Even though he were too polite to tell you so, it was easy to discern that he thought you were looking into the far distant future. To-day, however, the flights of Grahame-White and Clifford B. Harmon, especially when the huge biplane descended gracefully on Executive avenue, have demonstrated to all the vast possibilities of the heavier-than-air machine.

Just as Commodore Ryan and Mr. Harmon selected the most opportune moment to launch the United States Aeronautical Reserve upon a national career, so also have they selected, in the Capital of the country, the most effective method of demonstrating to the highest officials of the army and navy and to the general public the vast possibilities of the aeroplane as an engine of war, and the equally great necessity, under present conditions, of such an organization as the Aeronautical Reserve has grown to be.

When Grahame-White, who will probably be commander-in-chief of the British Royal Aeronautical Reserve, which patterned after the American organization, is being rapidly formed in England and her colonies, flew over the Capital of this country and descended in the street between the White House and the State, War, and Navy Building, he did more to impress upon the public the possibilities of air craft than months of argument or tons of literature on the subject could have done.

As an Object Lesson.

When Commodore Ryan and Mr. Harmon encouraged Mr. Grahame-White to come here they foresaw his value as an object lesson for the United States Aeronautical Reserve, and in the spirit of a true sportsman Mr. White, a foreigner, cheerfully consented out at Benning to drop from his machine application blanks for membership in America's "aerial scout."

The United States Aeronautical Reserve is a nationwide association of aeroplane inventors, professional and amateur, designers and builders of aeroplane engines and other aerial equipment, army and navy officials prominent in the regular service and in the militia of the States, financiers, statesmen, newspaper men, sportsmen, and hundreds of others interested in aeronautics.

The members are all, from the highest authorities in army and navy circles to the humblest aeroplane mechanics, banded together to advance the aeroplane as a war engine.

The actual recruiting work began about September 1 at the Harvard Boston aero meet, and to-day thousands of American citizens have signified their approval of the movement by application for membership.

The basic idea of the United States Aeronautical Reserve is a patriotic one, quite as much as it is an effort to advance aeronautical science in all its branches.

Not a Commercial Venture.

It is not in any sense a commercial proposition in the interests of any manufacturer of aeroplanes or aeroplane supplies.

Its officers, inspired by the highest patriotic motives, work without salary or other pecuniary remuneration.

The association has established a national organization of men trained in the practice, as well as the theory of aviation, ready to place at the disposal of their country when needed, their services, backed by a thoroughly equipped and well organized reserve.

The highest government officials are alert to the interest other nations are officially taking in the heavier-than-air machines, dirigibles and balloons, are of the opinion that these must be reckoned with and developed to the same extent as other war equipment.

Army Gives Indorsement.

The following letter to Commodore Ryan from Beekman Winthrop, Acting Secretary of the Navy, shows that the Navy Department is deeply interested in the association:

"Replying to your letter of the 23d instant requesting an officer of the United States Navy be designated, with whom the United States Aeronautical Reserve may consult and correspond in regard to its relations with the Navy Department.

"The department is pleased to designate Capt. W. Irving Chambers, U. S. N., now attached to the office of the Secretary of the Navy, as its representative for this purpose."

The War Department is equally interested, as shown by the following letter from Gen. Robert Shaw Oliver, Acting Secretary of War, to Commodore Ryan:

"Referring to your letter of the 23d instant, requesting an officer of the United States Army be designated to consult and correspond with the United States Aeronautical Reserve in regard to its relations with the War Department, I beg to advise you that Brig. Gen. James Allen, chief signal officer of the army, has been selected for this purpose."

The organization of the United States

AERONAUTICAL RESERVE CHIEF.



JOHN BARRY RYAN, Commander of rapidly recruiting forces as an auxiliary to the military system of the nation.

Aeronautical Reserve consists of the commodore, a chief of staff, a general board, six vice commodores to command the six geographical sections of the country into which the reserve is apportioned, and a corps of air scouts composed of newspaper men, photographers, and wireless operators.

The six divisions are designated as follows: New England States division; Middle States division; Southern States division; Eastern Central States division; Western Central States division, and Pacific States division.

The vice commodores of these divisions are elected by the general board and rank next in command to the chief of staff, who is ranked only by the commodore. Each State and Territory has its own captain, who has directly under him the lieutenants who achieve their rank by the ownership of the successful operation of aeroplanes, dirigibles, or balloons.

The New York station is already fully organized and in complete operation. Its headquarters are at 33 Fifth avenue, which is also the temporary national headquarters.

The house is well adapted for an organization of this kind, containing over twenty-five large rooms and one of the largest private lecture halls in New York where members will be encouraged to lecture on all subjects pertaining to aeronautics.

Library Being Assembled.

Aeronautical library is now being assembled, which will contain every available foreign and domestic book and paper published in the interest of aviation.

Members are invited to place on file at the national headquarters specifications, drawings, photographs, and such general information concerning their machines or ideas that might be of value to the government. This data would be subject to perusal by the members, except when marked "confidential" in which case it would remain sealed in the custody of the commodore until called for by the government.

In the words of one of its founders: "The United States Aeronautical Reserve hopes for the day when every man in this country who can navigate the air in an aeroplane will be a member of the United States Aeronautical Reserve and bear the same important relation to the United States army and navy as captain of the Mauretania bears to-day to the royal British navy, and extends to all aviators, professional and amateur, a cordial invitation to join hands and become members."

At a recent meeting of the National

Press Club, Commodore Ryan, in speaking of the Reserve to the assembled newspaper men, before the noted English aviator had actually flown over the city, said in part:

"When you realize how easy it would be for Mr. Grahame-White to fly over this city and destroy the Capitol, the White House, and the Treasury, you will see the necessity of the aeronautical reserve. The city would be absolutely defenseless against such an attack. I make no doubt that the bird-men will dominate the wars of the future."

Hit Battle Ship with Bombs.

"In the bomb throwing at Mineola, Mr. Harmon developed such accuracy that he hit the most vulnerable points on the imaginary battle-ship target from the first. He threw the bombs from a height of 150 feet while flying at a speed of forty-five miles an hour. And the aeroplane is practically unhit when it has reached any altitude. It is almost impossible to reach a balloon with a rifle shot, much less an aeroplane."

"I believe the battles of the future will be fought in the air. Dreadnoughts will not be required at all. The aeroplane is cheap in comparison, and is deadly in the destructive potentialities."

"It is our plan to have a member of this reserve bear the same relation to the American navy as the captain of the Mauretania does to the royal British navy. We are aiming to keep abreast of Europe in this matter. The French navy has already ordered seventy aeroplanes."

Mr. Clifford B. Harmon said at the same meeting:

"There are about 350,000 members of the reserve now, and \$100,000 worth of aeroplanes at our disposal. We have a new clubhouse in Fifth avenue, New York. Inside of a year I believe we will have nearly \$1,000,000 worth of aeroplanes owned by members, and men capable of operating them. That will be a fair start toward a formidable air fleet."

Indorsed by Gen. Miles.

Lieut. Gen. Nelson A. Miles also spoke to the newspaper men, complimenting the founders of the reserve.

"When you think of firing at an aeroplane," he said, "you must consider the chances of the bomb missing its target and falling to earth again. In that case it may wreak great destruction among your own forces. That is the point I wish to make."

"Great credit is due these men who are giving their time and their money so generously to the aerial defense of their country. There are no words of praise too high for them. The time has come when the army and the navy must recognize the aeroplane, and these men are now doing a splendid work in developing it as a means of defense."

The national officers of the reserve are: Commodore, John Barry Ryan; chief of staff, Clifford B. Harmon; general board, Cortland Field Bishop, Herbert L. Satterlee, Clifford B. Harmon, John Barry Ryan, and Charles H. Allen, of New York; Prof. Abbott Lawrence Reith and Hon. John F. Fitzgerald, of Boston; treasurer, Charles H. Allen; general secretary, Richard R. Sinclair, 53 Fifth avenue, New York.

An important feature will be the part to be played by newspaper men, whose services will be of value as air scouts. Referring to their work, Gen. Miles, at Boston, recently said he would rather have the opinion of a trained newspaper man than of any other layman. The reporter has been taught to see the essentials and he is qualified to report accurately on what he observes. Wingrove Bathoan, of the New York Herald staff, has been appointed chief of air scouts for the District of Columbia.

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PENNANTS FOR PUPILS

Six Playgrounds Are Scenes of School Games.

THOUSANDS ATTEND FIELD DAY

Baseball, Tennis, Running, Jumping, and Similar Competitions for Girls and Boys Are Enjoyed in Georgetown, Mount Pleasant, and Other Sections of the City.

Field Day was celebrated yesterday by the children of six school divisions of the District at the Georgetown, Mount Pleasant, New York Avenue, Rosedale, Virginia Avenue, and Garfield Park playgrounds. The schools of each division competed in baseball for the boys and tennis for the girls, or other games, the prizes being silk banners for the winners of the division. The games will continue for the next two Saturdays, and the largest total point-winners for the three field days will get the banners, 100 points being a perfect score.

This is the first attempt of this kind in the District, and the exceptionally large attendance proves it is a decided success. The attendance at the several playgrounds ran from 1,500 to 3,500, being made up of school children, teachers, and parents.

Plans for Next Saturday.

Next Saturday the games will be of a track character—running, jumping, hurdling, and the like. The following Saturday various schoolboy games will be played which require team work, but of a specialized character.

A list of the winners and competing schools follows: Virginia Avenue Playground, Miss Mabel Turner, director—Baseball, Buchanan; tennis, Cranch; competing schools, Lenox, Cranch, Bryan, Van Buren, Tyler, Ketchum, Congress Heights, and Buchanan.

Georgetown playground, Mrs. Agnes Stewart, director—Baseball, Fillmore School; tennis, Jackson; competing schools, Addison, Curtis, Jackson, Hyde, Fillmore, Trinity, St. Joseph's, and Threshfield.

Garfield Park playground, W. S. Rintley, director—Baseball, Brent; tennis, not decided; competing schools, Wallace, Bowers, Brent, Bent, Hilton, Peabody, Maury, Edmunds, St. Peter's.

Mount Pleasant playground, Miss Florence Kent, director—Baseball, Roll School; tennis, Roll; competing schools, Roll, Powell, Hubbard, Johnson, Munroe, Roll, Cook, Powell.

New York Avenue playground, Miss Olivia Baker, director—Baseball, Gonzaga; tennis, Gale; competing schools, Gonzaga, Gale, Morse, Western, Henry, Langdon, Blake, Twining, Immaculate Conception, St. Mary's, and Arthur.

All Democrats Indorsed.

The National Political Union, a colored Democratic club, organized in 1878, met Friday night at 522 Eighth street northwest and indorsed all Democratic candidates in the United States. Rev. L. C. Moore, of Mississippi, was elected president.

French Professor to Lecture.

M. Capitain, professor in a French college, will lecture on archaeology and prehistoric relics of France before the Anthropological Society, Tuesday night, at the Cosmos Club. His lecture will be illustrated with lantern slides.

SAFETY APPLIANCE STANDARDS MADE

New Rules Promulgated by Commerce Commission.

TO COST NATION \$50,000,000

While the Order Does Not Make Radical Changes in the Equipment of Railroads for the Protection of Employees, Yet There Are Many Set Forth—Rules Not Binding.

The Interstate Commerce Commission yesterday made public the order establishing uniform standards for the equipment of freight cars with safety appliances. The order is based on a law enacted by Congress at the last session and is the result of a long-continued agitation for uniformity in the equipment.

A statement of the commission explains as follows:

"The order does not make any radical change in equipment. Its main purpose and intent is to require that all classes of freight cars shall be equipped alike in all parts of the country, as such uniformity is regarded as highly conducive to the safety of employees."

"All the appliances covered by the commission's order are now used on cars, with the exception that two additional ladders are required on certain classes of cars, and two additional sill steps are required on all cars."

Rules Not Binding.

"In the past the appliances placed upon cars for the safety of the men have been covered by rules made by the Master Carbuilders' Association. These rules have not been binding upon the railroads, and have not been lived up to, the consequence being that each railroad has followed its own ideas in the application of these safety devices, and it has been impossible to secure the desired uniformity. The change which will be brought about by the new order will compel all cars to be equipped alike, and the commission can enforce the desired uniformity."

"It is not expected that compliance with the order will cause any undue expense to the railroads, as the order applies entirely to new equipment and is immediately effective only with respect to new cars. The devices covered by the order can be placed upon new cars in the manner required by law just as cheaply as they could have been applied under the old haphazard method."

Change to Be Gradual.

"The change in equipment of cars now in service so as to bring them up to the requirements of the commission's order will be made gradually. As the cars go through the shops for general repairs they will be changed so as to conform to the new equipment. It is expected that this part of the subject will be dealt with by the commission in a future order."

A sufficient extension of time being granted the railroads to bring old equipment up to the uniform standards without undue expense."

It is estimated that it will ultimately cost the government \$50,000,000 to comply with the terms of the law under which the commission's order was issued.

TRAFFIC RESUMED IN FRANCE

Conditions Becoming Normal After a Week of Disturbance.

Employees Summoned to Military Service Fear to Disobey, for Punishment Soon Follows.

Paris, Oct. 15.—Railroad traffic is again becoming normal. This morning the Northern Railroad had fifteen trains scheduled to start between 6 o'clock in the morning and 1 o'clock in the afternoon. Suburban traffic is also being resumed.

The sailing of the steamship La Touraine was postponed until 7 o'clock this evening in order to give all the passengers time to reach Havre from Paris and other points. The White Star Line officers reported that they had no fear of any of their passengers being left behind.

An official note issued by the ministry of the interior states that police investigations showed the existence of an organization for sabotage, with its center in Paris. Plans had been made to destroy railroad tracks and bridges, but the military occupation of the threatened points had frustrated the plot.

By 10 o'clock this morning three-quarters of the employees of the railroads had acknowledged the receipt of orders summoning them to military service. It is expected that the number of refusals to obey this order will be insignificant.

Several dismissed employees of the Western road presented themselves at the St. Lazare Station of the Western Railroad to resume work, but were not allowed to do so.

With unprovoked celerity, a number of men arrested on charges of insulting soldiers and police and impeding others from working were brought to the police court this morning and sentenced to terms of imprisonment ranging from six days to three months.

BIRTHS REPORTED.

October 15, 1910.

WHITE.

Charles R. and Edith V. Chambers, boy, Milton D. and Richard T. Smith, boy, Harry A. and Margaret E. Baker, boy, August and Angelina Zamagni, boy.

Stephane T. and Mary A. Giffney, boy, Robert and Rachel Robinson, girl, Robert B. and Nina E. Thompson, girl, Robert and Eliza West, boy, John and Ellen King, boy, John and Tilton Swann, girl.

DEATHS REPORTED.

October 15, 1910.

WHITE.

Caroline E. Anderson, 62 years, 726 7th st. nw. Mary E. King, 57 years, Military road, D. C. James H. Chamberlain, 65 years, 1867 5th st. nw. Samuel E. Edwards, 38 years, 213 F st. nw. Harry Cullen, 2 years, Washington Asylum Hosp. Leonard Wolfe, 2 months, 201 1st st. Infant of Owen T. and Lillian H. Reeves, 1 hour, 323 Northampton ave., near Chase, D. C.

COLORED.

John Franklin, 75 years, Government Hospital for Insane. Mary Washington, 25 years, 500 L st. sw. Mary Brown, 77 years, Government Hospital for Insane. Albert Prince, 2 years, Children's Hospital. Sarah Green, 36 years, 113 3d st. sw. Henry Hawkins, 45 years, Tuberculosis Hospital. James H. Lewis, 4 months, 33 V st. nw. Leonard Bates, 2 months, 1224 E st. nw. Edmund E. McDaniel, 19 days, 215 P st. sw. Theodore McDaniel, 19 days, 215 P st. sw.

THE HOME OF Hart Schaffner & Marx Clothing, 934 F St. and 527 and 529 Tenth St. FOR THE BOYS—

Mothers should bring the boy to this store at once and have him fitted out in a manner never before possible at the figures to be found on the price tags. Not only are the garments dressy in appearance, but they have the wearing qualities so necessary in apparel for the little fellows.

Boys' Suits

In winter weight fabrics; light and dark patterns; splendid suits, that any boy will be proud to wear; you'll see values such as these nowhere else in town.

\$1.50, \$1.95, \$2.50, \$2.95, and \$3.50.

(All sizes up to 18 years.)

Boys' Knee Pants at 29c, 39c, and 49c.

In this assortment of well-made Pants, mothers will find values that we are confident it is impossible to obtain elsewhere at the prices.

Remember the Place—Hart Schaffner & Marx Clothing,

THE BARGAIN STORE

934 F St. and 527-529 Tenth St.

NEWS OF ALEXANDRIA

St. Mary's Alumnae to Hold Annual Reunion.

COUNCILMEN ARE SPECULATING

Brockett's Letter to Mayor and Other Officials Causes Flurry and Many Seek Legal Opinions on Case.

Rally Day Services to Be Held at Methodist Church South To-day.

F. Clinton Knight, 625 King street, Alexandria, Va., is authorized agent and carrier for The Washington Herald. The Herald will be delivered daily and Sunday to any address in Alexandria for 10 cents a month.

WASHINGTON HERALD BUREAU, 625 King Street.

Alexandria, Va., Oct. 15.—The third annual reunion and banquet of St. Mary's alumnae will be held at St. Mary's Academy next Wednesday evening. The committee of arrangements has spared no effort to make the affair a most successful one. The spacious classroom will be decorated with the alumnae colors and palms and flowers. Many members of the alumnae from distant points will attend.

The programme will be as follows: Business meeting at six o'clock, followed by an entertainment given by the class of '11, complimentary to the alumnae. And banquet 8 until 11 o'clock.

The arrangement committee is composed of Miss Mattie Crilly, Mrs. James W. Bates, Miss Sallie Harlow, Ella Hill, Agnes Gilroy, and Rose Crilly.

The letters written by Councilman Brockett to Mayor Paff, City Treasurer Thomas W. Robinson, and City Auditor E. F. Price, concerning city councilmen contracting with the city, has caused considerable speculation, and there was much scurrying this morning by those interested to secure legal opinions as to the status of their cases, it is reported.

City Auditor E. F. Price said this morning he was acquainted with the law on the subject. He is of the opinion that it would not apply to a man selling goods to the city. Mr. Price, however, said he would be compelled to issue warrants for bills presented to him when properly certified. City Treasurer Robinson also said he would be compelled to pay bills properly certified.

Rally services will be held to-morrow at Methodist Episcopal Church South. Rev. H. M. Carter, pastor, will take for his subject, "The deserted house." At the morning service a rally day service for the church membership will also be held. In the evening special services will be inaugurated, which will continue for two weeks every evening except Saturday.

A deed was placed on record to-day in the office of the clerk of the Corporation Court conveying from the trustees of the Methodist Episcopal Church South to M. J. Cullen the three-story brick dwelling house on the south side of King street, between Alfred and Patrick streets, which was formerly used as the church parsonage.

A deed was also recorded conveying from Peter Lawrence to John L. Monroe a house and lot on the south side of Prince street between St. Asaph and Pitt streets.

Funeral services for Mrs. Mary D. Swain, who died Thursday, were held at 4 o'clock this afternoon from her home, 203 Wolfe street. Services were conducted by Rev. James Taylor, of Central Presbyterian Church, Washington. Burial was in the Presbyterian Cemetery. The pallbearers were C. W. Duffey, W. E. Latham, J. C. Dwyer, A. E. Dwyer, C. W. Howell, and Henry Hunter.

A horse attached to a wagon driven by Walter Davis, and owned by W. W. Simpson, ran away on the Strand this morning, upsetting the wagon and throwing out two boys and a girl, children of Mr. Simpson, together with the driver. The children escaped serious injury, but Davis was painfully injured. His injuries were dressed by Dr. S. B. Moore.

The local board of civil service examiners announce that an examination will be held in this city November 9 to 11 for the position of inspector of mechanical and electrical engineering. The salary of this position is the Supervising Architect's office is \$2,150 a year.

Arrangements have been completed by the Young Men's Sodality Lyceum for a euchre and entertainment, to be given Monday night at the Young Men's Sodality Lyceum Hall. A number of handsome prizes will be awarded.

Rome, Oct. 15.—Your correspondent is reliably informed that the Pope is undecided about holding a consistory in November. He may postpone it until the end of the year or until 1912. He fears that the troubled times of the Church in Portugal and Spain are important for increasing the membership of the sacred college.

EXCURSIONS.

Steamer Charles Macalester

Will make the very popular forty-mile trip down the Historic Potomac

Sunday, October 16. MUSIC.

Special attention is called to the Cafe on this steamer.

CITY PRICES.

Will leave Seventh street wharf at 2:30 p. m. sharp. Home again at 7 p. m.

Fare, Round Trip, 25c.

OFFICIAL ROUTE TO PIMLICO RACE TRACK

BALTIMORE, MD.

Racing Oct. 15 to 31 Inclusive.

Tickets good to return until Oct. 31, including admission to track.

\$2.00

Trains on the hour and half hour and frequent specials. Direct street car connections in Baltimore to track.

Washington, Baltimore, and Annapolis Electric Railway Company, 1424 New York Ave.

NORFOLK & WASHINGTON STEAMBOAT CO. MODERN STEEL PALACE STEAMERS. Lv. Washington, Va., daily, 6:30 p. m. Ar. Norfolk, Va., daily, 6:30 a. m. Lv. Norfolk, Va., daily, 6:30 a. m. Ar. Washington, Va., daily, 6:30 p. m. Through tickets on sale to all points South with stopovers at Old Point Comfort and Norfolk. NEW YORK AND BOSTON BY SEA. City Ticket Office, Bond Bldg., N. Y. & 4th Ave.

COLONIAL BEACH, Union Station, 7:45 A. M. Arrive Colonial Beach, 11:45 A. M.

MOUNT VERNON

Str. Charles Macalester (Capacity 1,700) A delightful river trip on the Historic Potomac. Leaving wharf, 7th and 3d sts. w., daily, except Sunday, 10 a. m. and 2:30 p. m. FARE—THE ROUND TRIP. Including admission to grounds and mansion.

BLADENSBURG. Cars from 10th and N. Y. ave. every half hour, pass Mt. Oliver Cemetery, Langdon, National Training School, to historical town, Bladensburg.

KENSINGTON. Cars from 10th and N. Y. ave. every quarter hour, connect at Cherry Chase Lake with Kensington Line.

rites for Colored Bishop

Zion Church in Eighteenth Street to Be Scene.

The funeral of Bishop John Wesley Smith, colored, will be held at the Zion Church, Eighteenth and L streets northwest, to-morrow afternoon, services taking place at 1 o'clock. The body will be in state from 10 o'clock to 1 p. m. Dr. S. L. Corcoran will be master of ceremonies, Rev. J. A. S. Cole will sing "First Hymn," Rev. W. A. Ray, Rev. W. H. Ferguson, Rev. Logan Johnson, Rev. J. Henry Johnson, Rev. C. C. Allegre, Rev. E. D. W. Jones, Rev. J. M. Waldron, Mrs. B. K. Hurst, Bishop A. Walters, Bishop Clinton, Bishop Warner, Rev. J. C. Temple, Dr. Ross Clair, J. C. Dancy, and others will take part in the services.

STRAW RIDE ENJOYED.

On Friday evening a crowd of the Epworth Leaguers of North Capitol M. E. Church, chaperoned by Mr. and Mrs. Hallenger, went on a straw ride to the home of Mr. and Mrs. Reiss, at Takoma Park, where they were entertained with games and music. Refreshments were served at a late hour. At midnight the party returned to the city in the wagon. The following were in the party:

Mr. and Mrs. Ballenger, Mrs. Draeger and Mr. Winchell, Miss Holden, Mr. Irwin Smith and Miss Katherine Callahan, Mr. E. R. Cochenor and Miss Gladys Coleman, Mr. Millard Chestnut and Miss M. B. Coleman, Mr. Charles Ross and Miss Elizabeth Maples, Mr. Fritz and Miss W. E. Ross, Mr. Ryan and Miss Hannah Carroll, Mr. Henshaw and Miss Elva Hubbard, Mr. and Mrs. Perry, Mr. Edgar M. Ebert and Miss Anna McCoach, and